

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT Tire Plant at Dnepropetrovsk
(CONSTRUCTION, PRODUCTION,
PRODUCT SPECIFICATION,
LABOR FORCE, SECURITY)
TOWN PLAN

DATE DISTR. 8 January 1962

NO. PAGES 3

REFERENCES

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DATE OF INFO.

PLACE & DATE ACQ.

THIS IS UNEVALUATED INFORMATION.

1. The construction of the tire plant at Dnepropetrovsk was nearly completed in October 1961, but various warehouses were still being erected. The entire plant was newly built; four years ago, the area was maize fields. The plant was well built to serve its purpose. By Western standards, it appeared very crude, but this was because there was no attempt to apply any finish. This is true of all Soviet equipment. 50X1-HUM
2. The position given on the town plan of Dnepropetrovsk is probably generally accurate (pt. 183) but it should not be considered pinpointed. The address used by the Western engineers was: The Tire Plant, Dnepropetrovsk. 20 FEB 1962
3. The rate of production was 2,300 tires per day. To date only the following were being made: Passenger car tires, size 6.7-15; tires for trucks and buses, sizes 10.00-20 and 8.00-20; and tractor tires, size 11-38. Full production was not achieved in 1960, because the plant was not ready; it was said that full capacity would definitely be reached by August 1962. The plant management said that production would be increased above the /planned/ 2,000,000 a year, but this seems doubtful. The tires listed in Schedule "A" still appear to hold good (see page 3) the passenger car tires are for use with Volga cars. 50X1-HUM
4. The rubber used was mostly Euröprene Synthetic; only a small amount of natural rubber was used. The Soviets intended to use as much synthetic rubber as possible. 50X1-HUM
5. The competence of the managerial and top engineering level was first class. Many experienced engineers had been drafted from plants in Yaroslavl and Stalingrad. The main body of workers, however, which consisted of men and women mostly between the ages of 20-25, was quite unskilled. There was a total of 3,500 employees, 90 percent of whom were young, unskilled labor. All the unskilled labor was recruited locally, but managers and technicians were brought in from elsewhere. There was no shortage of unskilled labor, but there was an insufficient number of skilled men below that of higher technician. 50X1-HUM

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| | | | | | | | | | | | | | | | |
|-------|---|------|---|------|---|-----|---|-----|---|-----|---|-----|---|-----|----------|
| STATE | X | ARMY | X | NAVY | X | AIR | X | NSA | X | OCR | X | NIC | X | DIA | 50X1-HUM |
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(Note: Washington distribution indicated by "X"; Field distribution by "#").

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6. The incoming power supply was at 154 kilovolts, and a substation reduced it to 6 kv, 50 cycles per second. This was further reduced in various sections to 400/230 volts. Motors over 200 kw used 6,000 volts, and motors under 200 kw, 380 volts.
7. There were a number of security guards, some in plain clothes and some in blue, non-military uniforms. Some of the uniformed guards carried rifles. The [] workmen were subjected to a high degree of security; they were specifically forbidden to wander around the plant or even to leave the main plant building except to visit warehouses when necessary. They were always taken to and from work in official cars. 50X1-HUM
8. The DAZ Plant was not identified, although it was approached from the southeast, nor were the 144-foot test tower or cooling towers at the plant observed. The southeast corner of the plant area appeared to contain a cement plant.
9. Many army personnel were seen, usually in trucks, in Dnepropetrovsk, specifically in Amur Nizhnedneprovskiy and in the vicinity of the barracks (Point 173 on the town plan) []. On one occasion, armored cars and trucks were seen on the road from Zaporozhye. The high wooden screen on the north side of the tire plant was erected when guns were moved past this opening. Only guns covered with tarpaulins could be seen; the size of the guns was under three inches. 50X1-HUM
10. The following landmarks have been inserted on the attached town plan; the positions are approximate. [] 50X1-HUM
301. Amended position of the power station at B.13. It had five chimneys.
302. Piers.
303. Television mast.
304. Gasoline station.
305. Jewish cemetery.
306. Cement plant.
307. Ramp bridge.

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SCHEDULE "A"Quantities in Sizes and TypesPassenger Car Tires

| <u>Size</u> | <u>No. of tires per annum in thousands</u> | <u>No. of Plies</u> | <u>No. of Beads</u> | <u>Cover</u> | <u>Weights (Kgs)</u> | |
|-------------|--|-------------------------|-------------------------|--------------|----------------------|-------------|
| | | | | | <u>Tube</u> | <u>Flap</u> |
| 5.60-15 | 100 | 4 | 1 | 10.0 | Tubeless | |
| 6.70-15 | 200 | 4 | 1 | 11.8 | Tubeless | |
| 8.20-15 | 100 | 4 | 1 | 12.5 | Tubeless | |
| Total | <u>400</u> | | | | | |

Tires for Trucks and Buses

| | | | | | | |
|----------|--------------|----|---|------|------|------|
| 15.00-20 | 50 | 18 | 2 | 150 | 11.0 | 2.5 |
| 12.00-20 | 140 | 12 | 2 | 85 | 8.0 | 2.0 |
| 10.00-20 | 500 | 10 | 2 | 50 | 4.9 | 1.4 |
| 8.25-20 | 200 | 10 | 2 | 46.0 | 3.8 | 1.2 |
| 8.00-20 | 520 | 8 | 1 | 33.0 | 3.6 | 0.98 |
| Total | <u>1,410</u> | | | | | |

Tractor Tires

| | | | | | | |
|-------|------------|---|---|-------|------|-----|
| 11-38 | 160 | 8 | 1 | 109.0 | 11.9 | --- |
| Total | <u>160</u> | | | | | |

Tires for Off-the-Road Vehicles

| | | | | | | |
|----------|-----------|----|---|-------|------|-----|
| 30.00-40 | 1 | 40 | 3 | 1,000 | 60 | 20 |
| 27.00-33 | 1 | 30 | 3 | 740 | 40 | 10 |
| 24.00-28 | 3 | 24 | 3 | 410 | 30 | 6.6 |
| 21.00-28 | 5 | 24 | 3 | 310 | 22.2 | 6.5 |
| 18.00-28 | 5 | 22 | 2 | 320 | 20.3 | 6.5 |
| 17.00-32 | 15 | 22 | 2 | 329 | 18.3 | 7.0 |
| Total | <u>30</u> | | | | | |

Grand Total - 2,000

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